

PRODUCT LICENSES REVOKED AT THE REQUEST OF THE MANUFACTURER

Product	Establishment	License No.
Absorbed Anti-A Serum.	Wiener Serum Laboratory.	155
Adenovirus Vaccine.	Dow Chemical Co. (The).	119
Allergenic Extracts.	Porro Biological Laboratories, Inc.	107
Anti-A Blood Grouping Serum.	Milwaukee Blood Center, Inc.	187
Do.	Wiener Serum Laboratory.	155
Anti-B Blood Grouping Serum.	Milwaukee Blood Center, Inc.	187
Do.	Wiener Serum Laboratory.	155
Anti-Fys Serum (Anti-Duffy).	do.	155
Antihemophilic Factor (Human).	Courtland Laboratories.	171
Antihemophilic Plasma (Human).	do.	171
Anti-Human Serum.	Milwaukee Blood Center, Inc.	187
Do.	Wiener Serum Laboratory.	155
Anti-K Serum (Anti-Kell).	do.	155
Anti-k Serum (Anti-Celano).	do.	155
Anti-M Serum.	do.	155
Anti-N Serum.	do.	155
Anti-Rh Typing Serum:		
Anti-Rh ₀ (Anti-D).	Milwaukee Blood Center, Inc.	187
Do.	Wiener Serum Laboratory.	155
Anti-Rh ₀ ' (Anti-CD).	Philadelphia Blood Center.	139
Do.	Milwaukee Blood Center, Inc.	187
Do.	Wiener Serum Laboratory.	155
Anti-Rh ₀ " (Anti-DE).	Philadelphia Blood Center.	139
Do.	Wiener Serum Laboratory.	155
Anti-Rh ₀ rh'rh" (Anti-CDE).	Milwaukee Blood Center, Inc.	187
Anti-rh' (Anti-C).	Wiener Serum Laboratory.	155
Anti-rh" (Anti-E).	do.	155
Anti-rh' (Anti-e).	do.	155
Anti-rh" and Anti-K Serum (Anti-C*+Kell).	do.	155
Immune Serum Globulin (Human).	Courtland Laboratories.	171
Normal Human Plasma.	Blood Grouping Laboratory.	215
Do.	Courtland Laboratories.	171
Normal Serum Albumin (Human).	do.	171
Oropharyngeal Hydrochloride.	Parke, Davis & Co.	1
Plasma Protein Fraction (Human).	Courtland Laboratories.	171
Poliovirus Immune Globulin (Human).	do.	171
Do.	Dow Chemical Co. (The).	110
Do.	Philadelphia Blood Center.	139
Reagent Blood Group Specific Substances A and B.	Dade Division American Hospital Supply Corporation.	179
Red Blood Cells (Human).	Courtland Laboratories.	171
Do.	United Biologics Corp.	371
Resuspended Red Blood Cells (Human).	Blood Bank Foundation.	165
Do.	Blood Grouping Laboratory.	215
Do.	Michael Reese Research Foundation.	113
Do.	Minneapolis War Memorial Blood Bank.	185
Do.	University of Cincinnati Blood Transfusion Service.	235
Tetanus Immune Globulin (Human).	Courtland Laboratories.	171
Typhus Vaccine.	Dow Chemical Co. (The).	110
Virion Septique Antitoxin.	do.	11

Product	Establishment	License No.
Whole Blood (Human).	American Blood Bank Service, Inc.	422
Do.	Courtland Laboratories.	171
Do.	Medix, Inc.	391
Do.	Terrell Clinic.	84
Do.	United Biologics Corp.	371

Approved:

RODERICK MURRAY,
Director, Division of Biologics,
Standards, National Institutes
of Health, Public Health Service,
Department of Health,
Education, and Welfare.

IRVIN J. GOLDBERG,
Director of Information, for the
Director, National Institutes
of Health, Public Health Service,
Department of Health,
Education, and Welfare.

[FR Doc.71-12616 Filed 8-30-71;8:45 am]

CIVIL AERONAUTICS BOARD

[Docket No. 23693]

BETRIEBS - KOMMANDITGESELLSCHAFT AIR COMMERZ FLUGGESELLSCHAFT m.b.H. & CO.

Notice of Prehearing Conference and Hearing Regarding Foreign Air Carrier Permit and Charter Foreign Air Transportation

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on September 30, 1971, at 10 a.m. (local time) in Room 503, Universal Building, 1825 Connecticut Avenue NW., Washington, DC, before Examiner Hyman Goldberg.

Notice is also given that the hearing may be held immediately following conclusion of the prehearing conference unless a person objects or shows reason for postponement on or before September 23, 1971.

Dated at Washington, D.C., August 25, 1971.

[SEAL] **RALPH L. WISER,**
Chief Examiner.

[FR Doc.71-12719 Filed 8-30-71;8:47 am]

[Docket No. 23428, etc.; Order 71-8-94]

EASTERN AIR LINES, INC.

Order Denying Petition for Reconsideration

Correction

In F.R. Doc. 71-12417 appearing at page 16703 in the issue of Wednesday, August 25, 1971, the bracket heading should read as set forth above.

[Docket No. 22118]

HAWAIIAN SERVICE INVESTIGATION

Notice of Further Postponement of Prehearing Conference

Notice is hereby given that the prehearing conference in the above-entitled investigation is further postponed until December 8, 1971, at 10 a.m., e.s.t., in Room 726, Universal Building, 1825 Connecticut Avenue NW., Washington, DC, before the undersigned examiner.

The date for filing requests for information and evidence, proposed statements of issues, and procedural dates by Aloha and Hawaiian Airlines and by the intervenors is postponed until December 1, 1971.

Dated at Washington, D.C., August 25, 1971.

[SEAL] **MILTON H. SHAPIRO,**
Hearing Examiner.

[FR Doc.71-12718 Filed 8-30-71;8:47 am]

[Docket No. 23407]

"K" LINE NEW YORK, INC.

Notice of Prehearing Conference and Hearing Regarding Foreign Air Carrier Permit as Air Freight Forwarder

"K" Line Air Service, Ltd. doing business as "K" Line New York, Inc.

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on September 30, 1971, at 2 p.m. (local time) in Room 503, Universal Building, 1825 Connecticut Avenue NW., Washington, DC, before Examiner John E. Faulk.

Notice is also given that the hearing may be held immediately following conclusion of the prehearing conference unless a person objects or shows reason for postponement on or before September 23, 1971.

Dated at Washington, D.C., August 25, 1971.

[SEAL] **RALPH L. WISER,**
Chief Examiner.

[FR Doc.71-12720 Filed 8-30-71;8:48 am]

[Docket No. 23694]

SERVICIO AEREO DE HONDURAS, S.A. (SAHSA)

Notice of Prehearing Conference and Hearing Regarding Amendment of Foreign Air Carrier Permit

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on September 28, 1971, at 10 a.m. (local time) in Room 503, Universal Building, 1825 Connecticut Avenue NW., Washington DC, before Examiner William H. Dapper.

Notice is also given that the hearing may be held immediately following conclusion of the prehearing conference unless a person objects or shows reason for

postponement on or before September 21, 1971.

Dated at Washington, D.C., August 25, 1971.

[SEAL]

RALPH L. WISER,
Chief Examiner.

[FR Doc.71-12721 Filed 8-30-71;8:48 am]

ENVIRONMENTAL PROTECTION AGENCY

MOTOR VEHICLE POLLUTION CONTROL

Waiver of Application of Clean Air Act to California State Standards

On April 30, 1971, I rendered a decision (36 F.R. 8172) on a request by the State of California for waiver of application of section 209(a) of the Clean Air Act, as amended (42 U.S.C. 1857f-6a(a), 81 Stat. 501, Public Law 91-604), to a number of proposed California laws and regulations related to the control of emissions from new motor vehicles. The decision granted California's request in a case of most of the laws and regulations for which waiver was sought but denied the request with respect to the following laws and regulations:

(1) Section 2110, title 13, California Administrative Code, as amended February 17, 1971 (assembly-line test procedures), insofar as applicable to 1973 and subsequent model year motor vehicles.

(2) Part I, Division 26, Health and Safety Code, West Annotated California Codes, as enacted by Chapter 1585, California Laws 1970, Assembly Bill No. 1174 approved September 20, 1970, to the extent that Bill No. 1174 prohibits sale and registration of motor vehicles manufactured during the 1972 model year and requires the use of 91 research octane number fuel in testing such vehicles.

By a letter dated May 25, 1971, California requested that the decision be reconsidered insofar as waiver was denied with respect to the above provisions. On the basis of California's request, and to insure that no pertinent data was overlooked in the initial decision, the public hearing held to receive information pertinent to this matter was reconvened in Los Angeles, Calif., on July 13, 1971 (36 F.R. 11824, June 19, 1971). Additional information was received from California and from other interested persons.

Having given due consideration to the record of the public hearing, to all materials submitted for that record, and to other relevant information, I have concluded that my initial decision in this matter must be revised to grant California's request for waiver with respect to section 2110 of title 13 of the California Administrative Code. The initial decision is confirmed with respect to Part I, Division 26 of the California Health and Safety Code.

In reaching these conclusions I make the following additional findings and determinations:

1. Section 2110 of title 13 of the California Administrative Code requires manufacturers to perform a quality audit of at least 2 percent of each engine displacement size beginning with the 1972 model year. For purposes of the quality audit, manufacturers are required to perform emission tests on the production sample identical to tests under which prototype vehicles are certified by California prior to production. The provisions requiring the quality audit by their terms remain applicable during subsequent model years and are designed to provide a statistical basis for determining whether production vehicles are generally in compliance with applicable California standards.

2. In addition to the quality audit, section 2110 includes provisions which require manufacturers to test production vehicles by performing an emission test different from and shorter than applicable certification tests. Separate numerical standards associated with the short assembly-line test were designed and promulgated by the California Air Resources Board to provide an alternative basis for determining compliance with the State's basic certification standards. During the 1972 model year, one-quarter of each manufacturer's California vehicles are required to be tested under the short assembly-line test. Beginning with the 1973 model year, every production vehicle sold in California must be tested. In my initial decision, waiver was granted to permit California to require 25 percent assembly-line testing in 1972 but was denied to the extent that section 2110 requires manufacturers to test 100 percent of their production vehicles beginning with the 1973 model year. California's request for reconsideration is principally concerned with the denial of waiver for 100 percent assembly-line testing of 1973 and later model vehicles.

3. By act of the 1970 California legislature the sale or attempted sale of a new motor vehicle in California during or after the 1973 model year subjects the manufacturer to a civil penalty of \$5,000 if the vehicle does not meet applicable emission standards. Although California takes the position that the civil penalty applies whether or not manufacturers are required to perform an emission test on each production vehicle, the 100 percent assembly-line test requirement is, in part, an attempt to provide a basis for enforcing the statutory penalty.

4. Section 209 of the Clean Air Act requires that I waive Federal preemption of California emission standards for new motor vehicles that are more stringent than applicable Federal standards, unless I find that California does not require more stringent standards to meet compelling and extraordinary conditions of air pollution in California or unless I find that the California standard and accompanying enforcement procedures are not consistent with section 202(a) of the

Clean Air Act. Denial of waiver on the ground of inconsistency with section 202 (a) requires a finding that the California standard and accompanying enforcement procedures do not "take effect after such period as the Administrator finds necessary to permit the development and application of the requisite technology, giving appropriate consideration to the cost of compliance within such period." It is California's position that the statute does not permit me to take into account the extent of the burden placed on residents of California or on regulated interests, unless the California requirement fails to provide an adequate period of time for compliance. On careful consideration, I agree. The law makes it clear that the waiver request cannot be denied unless the specific findings designated in the statute can properly be made. The issue of whether a proposed California requirement is likely to result in only marginal improvement in California air quality not commensurate with its cost or is otherwise an arguably unwise exercise of regulatory power is not legally pertinent to my decision under section 209, so long as the California requirement is consistent with section 202(a) and is more stringent than applicable Federal requirements in the sense that it may result in some further reduction in air pollution in California.

5. Certain manufacturers who tested 1971 production vehicles on the proposed short assembly-line test experienced failure rates as high as 40 percent. California contends that these high rates of failure, and the fact that in a majority of instances minor adjustments were effective to bring failing vehicles into compliance, establishes the value as an air pollution control measure of the requirement for 100 percent assembly-line testing. This argument, however, assumes that adjustments made to undriven production vehicles in order to pass the short assembly-line test will in fact improve their emission performance in actual use after break-in. Existing data raises serious questions concerning the validity of the assembly-line test as an indicator of true vehicle emission performance.

6. The fact that substantial numbers of vehicles pass California's present certification test but fail the proposed assembly-line test is consistent with California's contention that implementation of the assembly-line test requirement will require more stringent control of emissions than is required to meet certification standards. Although manufacturers argue that the proposed short test may not selectively fail vehicles that are in fact relatively high emitters, a definitive judgment cannot be made on the basis of information presently available as to the validity of the California assembly-line test. In the face of this uncertainty, I cannot properly make an affirmative determination that the assembly-line test requirement is not more stringent than applicable Federal requirements.

7. California suggests that favorable action by its legislature on various pro-

posals for mandatory inspection of in-use vehicles requires that some form of assurance be given California motorists that automobile emission standards were met at the time of manufacture. The California Air Resources Board, in a July 1, 1971, report to the California Legislature, recommends that legislation at present be limited to a pilot program. In addition, the various possible inspection tests discussed in the report do not appear to be designed to correlate with the California assembly-line test. Nevertheless, we agree that inspection of in-use vehicles will reduce vehicle emissions, and we must respect the judgment of California officials that public and political support in California for a program of mandatory vehicle inspection will be greater if manufacturers are required to perform an emission test on each production vehicle prior to sale.

8. For the reasons set forth in paragraphs 5, 6, and 7 above, California's contention that the proposed assembly-line test will result in control of automobile emissions more stringent than applicable Federal requirements has not been effectively refuted. The most that can be said on the basis of information and data submitted by opponents of the requirement is that the proposed assembly-line tests appear to correlate poorly with present certification tests, that implementation of the assembly-line test requirement will be costly to California consumers, and that the requirement will be of questionable value in reducing air pollution in California. This, in my judgment, does not constitute adequate support for the findings required to deny California's request for waiver under controlling provisions of the Clean Air Act.

9. It is pointed out by California regulatory officials that an emission test of each production vehicle is necessary to implement provisions of California law requiring that each automobile have a label or sticker which compares its actual emissions with applicable California emission standards. Again, however, this measure will result in lower emissions only if the California assembly-line test in fact accurately predicts the emission performance of vehicles in actual use. If the test does not measure true emission performance, attempts by concerned Californians to reduce air pollution through selective purchasing of automobiles would be ineffective.

10. The cost to the consumer of the proposed 100 percent assembly-line test requirement is substantial. Initial estimates, accepted by the California Air Resources Board, ranged from \$15 to more than \$50 for each automobile sold in California. Additional information submitted by manufacturers indicates that these estimates are limited to variable costs incurred in performing the tests, once test facilities have been constructed, and do not include the cost of constructing the test facilities themselves or of purchasing and installing the necessary equipment. Capital expenditures by the industry as a whole are likely to be between \$40 million and \$50 million. Economies of scale are probably

applicable, with the result that unit costs can be expected to be significantly greater for smaller manufacturers. Most manufacturers indicate that the price of automobiles sold in California will, and should properly, reflect additional costs directly attributable to California regulatory requirements.

11. Estimates by manufacturers as to the time required to construct necessary test facilities and install necessary equipment vary widely. It appears that manufacturers should be able to begin testing 50 percent of current production by the beginning of the 1973 model year and 100 percent of current production by January 30, 1973. Manufacturers do not contend that the cost of compliance will be significantly reduced by extending lead time beyond the minimal period required for compliance.

On the basis of the findings and determinations heretofore made in this matter, and on the basis of the additional findings and determinations set forth in this decision, I hereby waive application of section 209(a) of the Clean Air Act, as amended, to section 2110, title 13, California Administrative Code, as amended February 17, 1971: *Provided*, That, after giving consideration to the period of time necessary for development and application of the requisite technology (as required by section 202 of the Clean Air Act), this waiver shall not permit application of said section 2110 to require assembly-line testing of more than 50 percent of production vehicles prior to January 30, 1973. This waiver shall not prohibit California from adopting modifications of the presently proposed assembly-line test and associated numerical standards where such modifications are designed to improve correlation with certification standards and test procedures or where California determines that the objectives of the assembly-line test requirement can be satisfied at reduced cost to the consumer.

No additional information has been presented which questions the validity of the determination previously made in this matter that the required use of 91 research octane fuel in testing 1972 light-duty motor vehicles does not afford manufacturers of vehicles presently designed to use higher octane fuels the period of time necessary to apply the requisite technology and does not give appropriate consideration to the cost of compliance within such period. Accordingly, waiver of application of section 209(a) of the Clean Air Act, as amended, to Part I, Division 26, Health and Safety Code, West Annotated California Codes, as enacted by Chapter 1585, California Laws 1970, Assembly Bill No. 1174 approved September 20, 1970, is denied to the extent that Bill No. 1174 prohibits sale and registration of motor vehicles manufactured during the 1972 model year and requires the use of 91 research octane fuel in testing such vehicles.

Dated: August 27, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator.

[FR Doc. 71-12782 Filed 8-30-71; 8:50 am]

FEDERAL MARITIME COMMISSION

BOARD OF COMMISSIONERS OF THE PORT OF NEW ORLEANS AND SEA- LAND SERVICE, INC.

Notice of Agreement Filed

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1015; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments on such agreements, including requests for hearing, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 10 days after publication of this notice in the FEDERAL REGISTER. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the statement should indicate that this has been done.

Notice of agreement filed by:

Mr. Cyrus C. Guldry, Port Counsel, Board of Commissioners of the Port of New Orleans, Post Office Box 60046 New Orleans, LA 70160.

Agreement No. T-2550, between the Board of Commissioners of the Port of New Orleans (Port) and Sea-Land Service, Inc. (Sea-Land), provides for the 20-year lease to Sea-Land of Berth 1, 17.2 acres of land, and certain improvements at the France Road Container Terminal at New Orleans for use in conjunction with its container and break-bulk operations. As compensation, the Port is to receive a flat annual rental starting at \$404,512 and escalating to \$678,300 within 3 years, in lieu of charges otherwise applicable under the Port's tariff for dockage, wharfage, sheddage, and first call on berth privileges. Sea-Land is to provide all equipment required to handle containers at the facility. This agreement terminates Agreement No. T-1753 between the Port and Waterman of Puerto Rico-U.S.A., Inc.

Dated: August 26, 1971.

By order of the Federal Maritime Commission.

JOSEPH C. POLKING,
Assistant to the Secretary.

[FR Doc. 71-12724 Filed 8-30-71; 8:48 am]

FEDERAL POWER COMMISSION

[Docket No. G-4904, etc.]

AMOCO PRODUCTION CO., ET AL.

Findings and Order

AUGUST 16, 1971.

Findings and order after statutory hearing issuing certificates of public convenience and necessity, amending orders issuing certificates, permitting and approving abandonment of service, terminating certificates, making successors co-respondents, redesignating proceedings, and accepting rate schedules for filing.

Each Applicant herein has filed an application pursuant to section 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale for resale and delivery of natural gas in interstate commerce or for permission and approval to abandon service or a petition to amend an order issuing a certificate, all as more fully set forth in the applications and petitions to amend.

Applicants have filed FPC gas rate schedules or supplements to rate schedules on file with the Commission and propose to initiate, abandon, add, or discontinue in part natural gas service in interstate commerce as indicated in the tabulation herein.

J. Gregory Merrion et al., Applicants in Dockets Nos. CI71-630 and CI71-632, propose to continue in part sales of natural gas heretofore authorized in Docket No. G-11984 to be made pursuant to Mobil Oil Corp. (Operator), et al., FPC Gas Rate Schedule No. 38 and to continue in part the sale of natural gas heretofore authorized in Docket No. G-10995 and in toto the sale of natural gas heretofore authorized in Docket No. G-14149 to be made pursuant to Skelly Oil Co., FPC Gas Rate Schedule No. 107. The effective rates under Mobil's and Skelly's rate schedules at the time of the transfer of the producing properties were in effect subject to refund in Dockets Nos. RI69-430 and RI69-389, respectively. Therefore, Applicants will be made co-respondents in said proceedings and the proceedings will be redesignated accordingly.

The Commission's staff has reviewed the applications and recommends each action ordered as consistent with all substantive Commission policies and required by the public convenience and necessity.

After due notice by publication in the FEDERAL REGISTER, no petition to intervene, notice of intervention, or protest to the granting of the applications has been filed.

At a hearing held on August 11, 1971, the Commission on its own motion received and made a part of the record in this proceeding all evidence, including the applications and petitions, as supplemented and amended, and exhibits thereto, submitted in support of the authorizations sought herein, and upon consideration of the record,

The Commission finds:

(1) Each Applicant herein is a "natural-gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will, therefore, be a "natural-gas company" within the meaning of the Natural Gas Act upon the commencement of service under the authorizations hereinafter granted.

(2) The sales of natural gas hereinbefore described, as more fully described in the applications in this proceeding, will be made in interstate commerce subject to the jurisdiction of the Commission; and such sales by Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) Applicants are able and willing properly to do the acts and to perform the service proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules, and regulations of the Commission thereunder.

(4) The sales of natural gas by Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity; and certificates therefor should be issued as hereinafter ordered and conditioned.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the orders issuing certificates of public convenience and necessity in various dockets involved herein should be amended as hereinafter ordered.

(6) The sales of natural gas proposed to be abandoned, as hereinbefore described and as more fully described in the applications and in the tabulation herein, are subject to the requirements of subsection (b) of section 7 of the Natural Gas Act.

(7) The abandonments proposed by Applicants herein are permitted by the public convenience and necessity and should be approved as hereinafter ordered.

(8) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates heretofore issued to applicants relating to the abandonments hereinafter permitted and approved should be terminated.

(9) Increased rates have not been collected subject to refund in Dockets Nos. RI63-321 and RI68-437 by the predecessor in interest to Applicant in Docket No. G-9517.

(10) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that J. Gregory Merrion, et al., should be made co-respondents in the proceedings pending in Dockets Nos. RI69-389 and RI69-430 and

that said proceedings should be redesignated accordingly.

(11) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the FPC gas rate schedules and supplements related to the authorizations hereinafter granted should be accepted for filing.

The Commission orders:

(A) Certificates of public convenience and necessity are issued upon the terms and conditions of this order authorizing sales by Applicants of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, all as hereinbefore described and as more fully described in the applications and in the tabulation herein.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations, and orders of the Commission.

(C) The grant of the certificates issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 7 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder and is without prejudice to any findings or orders which have been or which may hereafter be made by the Commission in any proceedings now pending or hereafter instituted by or against Applicants. Further, our action in this proceeding shall not foreclose or prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. The grant of the certificates aforesaid for service to the particular customers involved does not imply approval of all of the terms of the contracts, particularly as to the cessation of service upon termination of said contracts as provided by section 7(b) of the Natural Gas Act. The grant of the certificates aforesaid shall not be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates.

(D) The orders issuing certificates of public convenience and necessity in Dockets Nos. G-4904, G-10033, CI64-670, CI64-1422, CI67-286, CI68-962, CI69-49, CI69-328, and CI70-986 are amended by adding thereto or deleting therefrom authorization to sell natural gas as more fully described in the applications and in the tabulation herein. In all other respects said orders shall remain in full force and effect.

(E) The orders issuing certificates of public convenience and necessity in Dockets Nos. G-9517, G-18963, CI62-1004, and CI70-751 are amended by substituting successors in interest as certificate holders as more fully described in the applications and in the tabulation herein. In all other respects said orders shall remain in full force and effect.

(F) The orders issuing certificates of public convenience and necessity in the following dockets are amended to reflect the deletion of acreage where new certificates are issued herein or outstanding certificates are amended herein by authorizing the continuation of service from the subject acreage, and in all other respects said orders shall remain in full force and effect:

Amend to delete acreage	New certificate and/or amendment to add acreage
G-4825	CI70-1125
G-7648	CI71-797
G-10995	CI71-632
G-11948	CI71-630
G-13633	CI71-755
CI70-745	CI71-620

(G) The certificate issued in Docket No. G-14149 is terminated since the service authorized therein will be continued by Applicant in Docket No. CI71-632.

(H) The certificate authorization granted in Docket No. CI70-985 and the certificate granted in Docket No. CI71-582 are subject to any determination which may be made by the Commission in Docket No. R-338 with respect to the transportation of liquids and liquefiable hydrocarbons.

(I) Applicant in Docket No. G-18963 shall charge and collect 20.625 cents per Mcf at 15.025 p.s.i.a. for sales from November 1, 1970, through January 9, 1971, and 22.625 cents per Mcf at 15.025 p.s.i.a., subject to refund in Docket No. RI71-413, for sales from January 10, 1971, from acreage acquired from Gulf Oil Corp. and 20 cents per Mcf at 15.025 p.s.i.a. from sales from acreage acquired from Hassie Hunt Trust.

(J) Applicant in Docket No. CI71-64 shall charge and collect 20 cents per Mcf at 14.65 p.s.i.a. for sales from Oklahoma production and 15.0 cents per Mcf at 15.025 p.s.i.a. for sales from Colorado production.

(K) The certificate authorizations and certificates granted in Dockets Nos. G-4904, G-10033, CI64-1422, CI68-962, CI69-328, CI70-986, CI71-64, CI71-514, CI71-582, and CI71-829 are subject to the Commission's findings and order accompanying Opinion No. 586. If the quality of the gas deviates at any time from the quality standards set forth in § 154.106 (d) of the regulations under the Natural Gas Act so as to require a downward adjustment of the existing rates, notices of changes in rate shall be filed pursuant to section 4 of the Natural Gas Act; provided, however, that changes reflecting changes in B.t.u. content of the gas shall be computed by the applicable formula and charged without the filing of notices of changes in rate.

(L) Within 90 days from the date of this order, Applicant in Docket No. CI71-64 shall file three copies of a rate schedule-quality statement with respect to sales from Oklahoma production in the form prescribed in Opinion No. 586.

(M) Within 90 days from the date of this order, Applicant in Docket No. G-18963 shall file three copies of a rate schedule-quality statement in the form prescribed in Opinion No. 586.

(N) Within 90 days from the date of initial delivery, Applicants in Dockets Nos. G-4904 and CI64-1422 shall each file three copies of a rate schedule-quality statement in the form prescribed in Opinion No. 586.

(O) The certificate authorizations and certificates granted in Dockets Nos. G-9517, CI62-1004, CI71-755, and CI71-797 are subject to the Commission's findings and order accompanying Opinion No. 595 and any further orders which may be issued in Docket No. AR64-2, et al.

(P) The certificate issued in Docket No. CI71-828 determines the rate which legally may be paid by the buyer to the seller but is without prejudice to any action which the Commission may take in any rate proceeding involving either company.

(Q) J. Gregory Merrion et al., are made co-respondents in the proceedings pending in Dockets Nos. RI69-389 and RI69-430 and said proceedings are redesignated accordingly. They shall comply with the refunding procedure re-

quired by the Natural Gas Act and § 154.102 of the regulations thereunder.

(R) The proceedings pending in Dockets Nos. RI63-321 and RI68-437 are terminated.

(S) Permission for and approval of the abandonment of service by Applicants, as hereinbefore described and as more fully described in the applications and in the tabulation herein, are granted.

(T) The certificates issued in Dockets Nos. G-9166, CI63-1163, and CI68-466 are terminated.

(U) Applicant in Docket No. CI71-793 is not relieved of any refund obligations in Dockets Nos. RI68-2 and RI68-648 as a result of the abandonment permitted and approved in Docket No. CI71-793.

(V) The rate schedules and rate schedule supplements related to the authorizations granted herein are accepted for filing or are redesignated, all as set forth in the tabulation herein.

By the Commission.

[SEAL]

KENNETH F. PLUMB,
Secretary.

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule ¹		
			Description and date of document	No.	Supp.
G-4904 C 1-27-71	Amoco Production Co. (Operator) et al.	Chiles Service Gas Co., Panama-Council Grove Field, Hamilton, Kearny, Finney, Stanton, Grant, Haskell, Morton, Stevens, and Seward Counties, Kans.	Amendment 1-14-71 (Effective date: Date of initial delivery).	84	92
G-9517 E 4-21-71	Edwin J. Peet, Trustee (Successor to Peet Oil Co.).	Texas Eastern Transmission Corp., West George West Field, Live Oak County, Tex.	Peet Oil Co., FPC Gas Rate Schedule No. 4. Supplements Nos. 1-10 thereto. Assignment 4-15-70. Assignment 10-8-70. Amendment 12-16-70. Letter agreement 8-5-71.	4 4 4 4	1-10 11 12 15 16
G-10033 C 2-18-71	Petroleum, Inc. (Oper- ator) et al.	Cities Service Gas Co., Driftwood Field, Barber County, Kans.	Gulf Oil Corp., FPC Gas Rate Schedule No. 347. Supplements Nos. 1-8 thereto. Notice of succession 4-2-71. Ratified agreement 3-5-71. Assignment 12-16-70. Assignment 1-27-71.	2 2 2 2	1-8 9 10 11
G-18963 E 4-2-71	Kenmore Oil Co., Inc. (Successor to Gulf Oil Corp. and Hassie Hunt Trust).	Transcontinental Gas Pipe Line Corp., Wild- cat Bayou Field, Terre- bonne Parish, La.	Coastal States Gas Produc- ing Co., FPC Gas Rate Schedule No. 46. Supplements Nos. 1 and 2 thereto. Notice of succession 3-1-71. Assignment 9-19-69.	1 1	1-2 3
CI62-1004 E 4-23-71	Petroleum Evaluation and Management Co., Inc. (Successor to Coastal States Gas Producing Co. (Oper- ator) et al.).	Tennessee Gas Pipeline Co., a division of Ten- neco Inc., Chess and La Sara Fields, Willacy County, Tex.	Letter agreement 3-24-71. Assignment 7-1-70. Letter agreement 3-24-71. Assignment 7-8-70.	88 88 88 88	21 22 23 24
CI64-670 C 4-19-71	Marathon Oil Co.	Arkansas Louisiana Gas Co., Arkoma Basin Area, Pittsburg County, Okla.	Amendatory agreement 1-21-71. (Effective date: Date of initial delivery).	163	9
CI64-1422 C 2-4-71	Ashland Oil, Inc.	Oklahoma Natural Gas Gathering Corp., South Ringwood Field, Major County, Okla.	Amendment 2-8-71.	85	14
CI67-286 C 3-4-71	Monsanto Co. (Operator) et al.	Arkansas Louisiana Gas Co., Arkoma Basin Area, Pittsburg County, Okla.	Amendatory agreement 12-1-70.	43	3
CI68-962 C 2-23-71	Chevron Oil Co., Western Division (Operator) et al.	Lone Star Gas Co., Rush Springs Field, Grady County, Okla.	Assignment 7-23-69.	3	11
CI69-49 C 3-29-71	John C. Oxley (Operator) et al.	Arkansas Louisiana Gas Co., Kinta Field, Pittsburg County, Okla.	Amendment 12-1-70.	468	4
CI69-328 C 5-17-71	Sun Oil Co.	Lone Star Gas Co., Rush Springs Field, Grady County, Okla.			

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.
See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser and location	FPC gas rate schedule 1	Description and date of document	No.	Supp.
CIT-751 E 1-22-71	Imperial-American Management Co. (successor to King Resources Co.)	Natural Gas Pipeline Co. of America, North Custer Field, Custer County, Okla.	King Resources Co., FPC Gas Rate Schedule No. 31	Supplements Nos. 1-3 thereto.	19	1-2
CIT-752 C 8-28-70	Clary Funds, Inc., et al.	Pachand Eastern Pipe Line Co., Salim Field, Ellis County, Okla.	Notice of succession. Assignment 8-21-70. Amendment 1-21-71. Compliance 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	2
CIT-753 F 6-22-70	Frank Scott Moran, d.b.a. Moran Oil Co., successor to A. J. Hodges Industries, Inc.	United Gas Pipe Lines Co., Sligo Field, Bossier Parish, La.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	3
CIT-754 A 7-25-70	Madison Oil Corp. (Operator) et al.	Pachand Eastern Pipe Line Co., Northwest Custer Field, Custer County, Okla.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	4
CIT-755 A 1-4-71	Harry Spooner, Jr.	Midwest Gas Co., Bossier Parish, La.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	5
CIT-756 A 1-11-71	Clark Canadian Exploration Co. et al.	Michigan Wisconsin Pipe Line Co., Woodward Area, Major County, Okla.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	6
CIT-757 A 3-4-71	Stephens Production Co.	Arkansas Louisiana Gas Co., Tishomingo Field, Sequoyia County, Okla.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	7
CIT-758 A 3-16-71	PetroDynamics, Inc. (Operator), et al.	Pachand Eastern Pipe Line Co., Northwest Custer Field, Custer County, Okla.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	8
CIT-759 F 2-28-71	Imperial-American Management Co. (successor to King Resources Co.)	Arkansas Louisiana Gas Co., Wilburton Field, Latimer and Le Flore Counties, Okla.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	9
CIT-760 F 3-3-71	J. Gregory Merriam et al. (successor to Mobile Oil Corp. (Operator) et al.)	El Paso Natural Gas Co., Gavilan Field, Rio Arriba County, N. Mex.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	10
CIT-761 F 3-3-71	J. Gregory Merriam et al. (successor to Skelly Oil Co.)	do.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	11
CIT-762 B 3-25-71	Pennell United, Inc.	Cabot Corp., Acreage in Bossier County, W. Va.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	12
CIT-763 A 1-1-71	Tennaco, Inc.	Kansas-Nebraska Natural Gas Co., Inc., Grant, Grayton, and Northwest Graylin Fields, Logan County, Colo.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	13
CIT-764 E 4-6-71	Texas Oil & Gas Corp. (successor to Pennell Producing Co.)	United Gas Pipe Lines Co., North McFaddin Field, Victoria County, Tex.	Assignment 1-21-71. Amendment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	Contract 1-21-71. Supplement 1-21-71. Amendment 1-21-71. Assignment 1-21-71. Letter agreement 1-21-71. Assignment 1-21-71. (Effective date: Date of initial delivery).	19	14

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